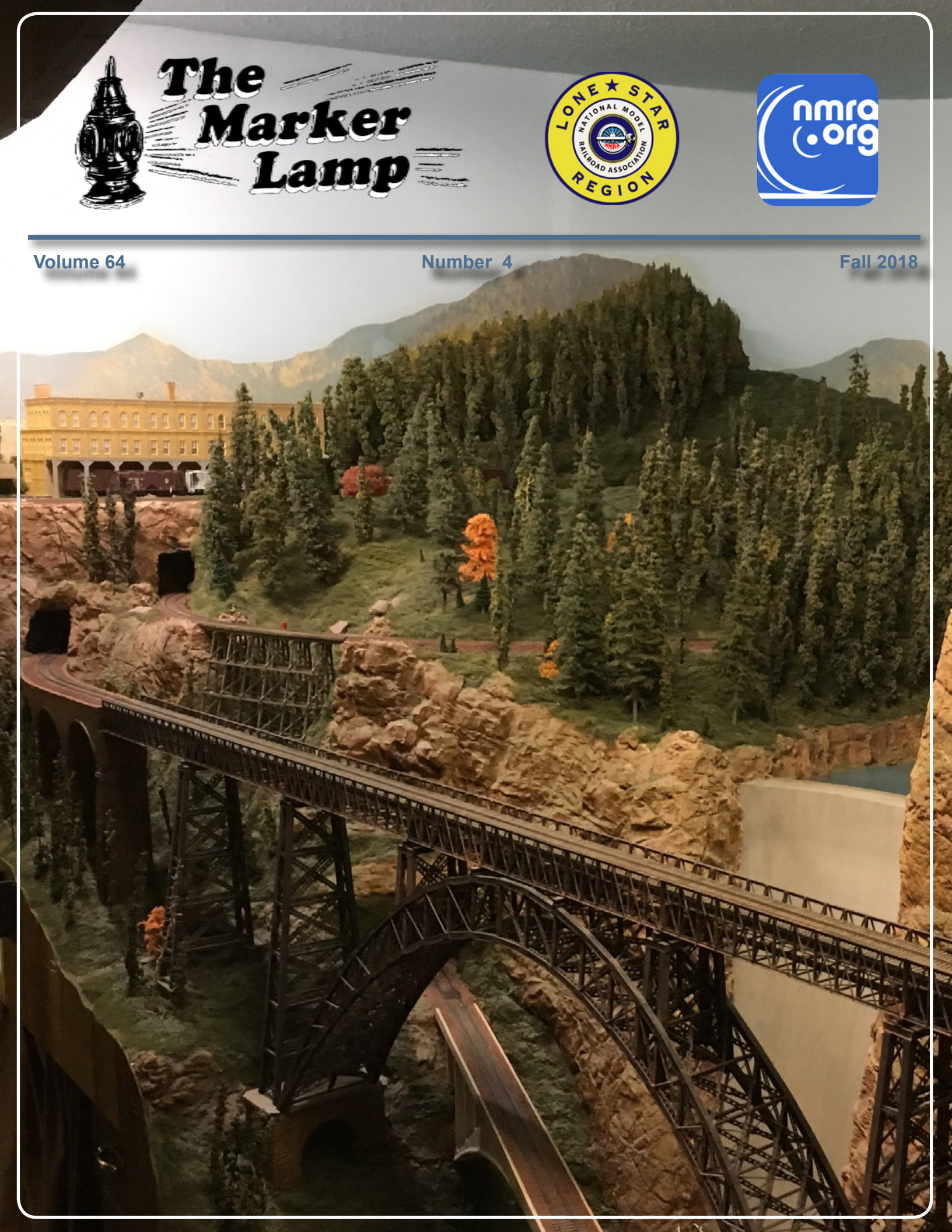
The Marker Lamp

Volume 64 Number 4 Fall 2018



The Marker Lamp
The Official Publication of
The Lone Star Region of the
National Model Railroad Association

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The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Speed Muller gertmul@gmail.com

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Don Bozman's
Great Great Northern Railroad
photo by Don Winn

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President's Message

by Chuck Lind, MMR
Chucklind46@gmail.com

I made my yearly trip to the Narrow Gauge Convention up in Minneapolis, Minnesota at the end of August and first part of September. The convention came at the perfect time this year, leaving shortly after my son's funeral, I headed to the convention with friends stopping to see many of the sights along the way. At the convention we took a train ride the first day from Duluth up to Two Harbors where we could see the large ore docks used by the DM&IR.

They have a small museum there as well as a couple of the steam engines and ore cars. As we were leaving on the train, one of the ore barges started backing out from the ore docks after loading…quite a sight to see the 1000-foot-long barges.

Laurie joined me at the convention since my friends that I drove with would all be flying out after the convention. We headed back through my hometown of Elgin, Illinois. We spent a day at the library working with a lady in their genealogy department working on family history on my dads' side of the family. With the information learned, we headed to the local cemetery where we found graves for my great grandfather and other relatives. We spent time visiting cousins and then pointed the truck south.

November is layout tour month and my layout was to be open the first weekend on the tour, so spent time cleaning track and finishing up some last-minute scenery. As with most open houses there are always those little gremlins that seem to pop up, but other than that things ran smoothly. A lesson learned many years ago from Gil is hand a throttle to a young person, while it can be a little nerve racking, the smiles on their faces makes it all worth while. By doing so you may have planted that model railroad seed in that young person.

This year's convention will be in the Frisco area north of Dallas. Donna has found a great venue where you not only get a free breakfast, but the hotel also has what they call "kick back". It is in the evening and they serve hot food items and give you your choice of drinks, all included in your room rate. The convention will start Thursday evening with clinics and the contest room open for entries.

There will be operating sessions for those that want to take advantage of that area of the hobby. The clinics are coming together and most of them will be new for the convention. We have a guest clinician that will be presenting 2 or 3 clinics, I believe he did close to 10 clinics at the National Convention in KC. The web site is up and running and hotel reservations are being taken. On Saturday afternoon we will be going to the railroad museum (drive yourself) in Frisco.

While at the museum we will also have access to a large G Scale layout that was donated to the museum. The one big difference this year is Saturday evening dinner will be on your own. Why, meal cost for the convention have hurt several of our conventions and caused them to lose money. While at Frisco you will get information on the many restaurants in the area around the museum, after that we will return to the hotel for desert and the awards. So yes, there are some changes, but go to the website and make plans to attend June 27-29.

I will be headed to Plano for the Board meeting in January. We are doing the Board meeting the same day as the Plano train show. Will be able to do some shopping at the train show before the Board meeting that evening at the hotel. Other than the normal Board stuff, we will be looking for someone to host the 2021 LSR Convention. 2020 will be in Houston, but we need to find someone to step up for '21. I know Marc is working on trying to find a host city, so someone step up and make his job a little easier. I can think of several places we haven't been in quite a while…..San Antonio, Lubbock, Amarillo, Louisiana.

The elections are happening so please vote. This is your Region and your input through the election helps the Board make decisions that will keep the Lone Star Region among the finest in the NMRA. To show the rest of the NMRA what the LSR is like Division 1 submitted the paperwork to host the National NMRA Convention in 2023. It would be sponsored by Division 1 and Division 3 of the LSR. They have filed all the paperwork and have been in touch with National, so hopefully we will have a convention in Texas again. It has been a long time.

I hope that everyone has a very Merry Christmas and that the coming year will be a great one.

Sharing trains

by Riley Triggs
rileytriggs@gmail.com
ponyrr.blogspot.com
modelrailroaddesign.blogspot.com

Mom: Do you want to go see Santa now?
Son: No, I want to keep watching trains!

AMRS Club members Frankie Wright and David Petersen watch visitors be captivated by the Polar Express.

Mom boosts one of many kids who came to see the trains.

The Austin Model Railway Society participated for the first time in a Christmas open house at Hope Presbyterian Church in Austin, Tx the first weekend of December. The church hosts the yearly event that features a pancake breakfast, visit with Santa, and now an HO modular layout highlighting the history of Central Texas railroading.

The event drew not only from the church's congregation, but also from the elementary school across the street and the neighborhood in general. The pastor estimated 250 people attended the event, and 2/3 were not from the congregation. The pastor also thought that the layout helped increase the number of visitors over last year's crowd.

The layout saw that many visitors plus some who came just to see the layout who had seen the event on social media. Local modelers took the chance to see all of the new additions to the layout and catch up with members.

Kids were a big part of the event, obviously, and the best overheard line of the day came from one enthralled boy. His mom asked him if he wanted to go see Santa, and he replied, "no, I want to keep watching trains." I think that pretty much sums up the success of the event for us!

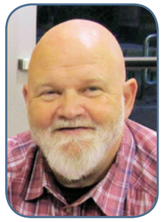
Have a good holiday season, and hopefully you can excite a youngster the same way with model railroading along the jingling way.

Riley

Tips Iron work in progress by David Petersen

Austin's humble, but still standing petroleum distribution building under construction by Joel

Up the Tracks Events Calendar



By Bill Dryden
NMRA & LSR Life Member

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net.

Lone Star Region 68th Annual Convention (2019)
Arriving Soon, The New Texas Special-2019 Lone Star Regional Convention
June 27-29, 2018; Drury Inn & Suites Dallas Frisco
More information athttp://www.2019texasspecial.com/ or http://www.lonestarregion.com/
Come all!!
PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 2 -– Metairie, LA
LSR Division 2 meets on Mondays between July 30th to October 1st at the Crescent City Model Railroad Club, 601 N. Lester Ave in Metairie, LA 70003 at 6:30 PM for Modular Monday. We will continue building our modular layout by building benchwork, designing the track, laying the roadbed and track, wiring, planning scenery, installing the scenery and basically building a modular project railroad and teaching all the steps along the way so that we can get the layout operating in time for an event in October. We will also use the layout for the Ponchatoula Train Shows. This will officially be a Lone Star Region, Division 2 project, so no club affiliation is necessary except for being an NMRA member. If you are interested, please come out to participate and help. The more modules we can build the larger the layout can be. For more information contact Ken Mason at series9parts@cox.net.

LSR Division 3 - Trinity River Division – Allen
The Trinity River Division meets on the Third Saturday of every month at the Christ Servant Lutheran Church, Allen Texas. Occasionally things change due to scheduling conflicts so pay close attention to the email meeting notices that go out a week before the meeting. If you would like to be added to the email list contact Donna Orr at donnalorrtx@gmail.com.

LSR Division 4 – Cen-Tex Division – Austin
The Cen-Tex Division meets bi-monthly at the Austin Northwest Recreational Center, 2913 Northland Drive, Austin, TX. Meetings are held at 10:00 am on the Second Saturday of the odd months and include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see http://centexnmra.org or contact director@centexnmra.org to be added to the mail list.

LSR Division 8 - Texas Gulf Division – Houston
The Texas Gulf Division presents hands-on-clinics every second Saturday of each month at the Bayland Center, 6400 Bissonnet, Houston. The clinic times are 10:00 a.m. to 12:00 p.m. All are welcome. To be added to the Division 8 mailing list contact Jim Lemmond at jimlem@comcast.net. The Division 8 web site is http://texasgulfdivision.org/

Alamo Model Railroad Engineers - San Antonio
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Austin Model Railway Society - Austin
The Austin Model Railway Society is an HO scale modular group that is open to new members and meets once a month. For more information please email Riley Triggs at president@austinrailway.org or visit the web site www.austinrailway.org.

Houston Area Live Steamers
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White – rick.white.jr@gmail.com for more information.

New Braunfels Railroad Museum
Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm. New Braunfels Railroad Museum, 302 South San Antonio Street, in the 1907 Restored Railroad Depot; New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities, additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at www.nbrrm.org.

North Texas Council of Railroad Clubs – Irving
The North Texas Council of Railroad Clubs (NTC) meets the 3rd Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

Texas Northern Model Railroad Club – Plano
The Texas Northern Model Railroad Club business meeting is the 1st Thursday of the month and for regular meetings on Thursday evenings and most Saturdays. If you like to operate, come by on Tuesday nights to check on our progress in setting up operations. Located in Colin Creek Mall, Plano, TX, outside JC Penney's on the lower level. For more information: www.modelrailroadclub.org.

Texas Western Model Railroad Club – Forest Hills
The Texas Western Model Railroad Club meets for its business meeting every 1st Thursday of the month at 7:00 PM. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX. For more information: (682) 587-2092 or www.twmrc.org or email cdo@twmrc.org.

EVENTS AND SHOWS

November - December

Nov. 23rd – 25th, 30th; Dec. 1st – 2nd, 7th – 9th — 7th Annual Holiday Toy Trains at the Depot. Sat. 10:00 a.m. to 6:00 p.m., Sun. 12:00 p.m. to 5:00 p.m. Admission Free. Nacogdoches Train Depot, 101 Old Tyler Road, Nacogdoches, TX.

Nov. 23rd – Dec. 23rd — North Pole Express. (Sponsored by Grapevine Vintage Railroad Special Events). Tickets and Information (817) 410-3185. 705 South Main Street, Grapevine, TX. More information: www.gvrr.com.

December

1st – 23rd (2nd Opening day) — Christmas at the Museum. (Sponsored by the Gregg County Historical Museum). Tue. – Fri. 10:00 a.m. to 4:00 p.m., Sat. 10:00 a.m. to 2:00 p.m. Adults $5, Seniors $2, Kids under 18 $1, Museum Members Free. 214 N. Fredonia Street, Longview, TX. More information: http://www.ccmrc.com.

Dec. 23rd – 30th — After Christmas Trains. (Sponsored by Grapevine Vintage Railroad Special Events). Tickets and Information (817) 410-3185. 705 South Main Street, Grapevine, TX. More information: www.gvrr.com.

January 2019

5th Crescent City Model Railroad Club Open House. Sat. 11:00 a.m. to 5:00 p.m. Adults $7, Children 6-12 $3, 5 and under Free. 601 N Lester Ave, Metairie, LA. More information: (903) 753-5840 or www.gregghistorical.org.

19th – 20th Dallas Area Annual Winter Train Show. (Sponsored by the North Texas Council of Railroad Clubs). Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adult $10, Kids under 12 w/ Adult Free, Scouts & Scout Leaders in uniform Free. Plano Civic Centre, 2000 E Spring Creek Parkway, Plano, TX. More information: www.dfttrainshows.com.

February 2019

16th Greater Houston Train Show. (Sponsored by the San Jacinto Model Railroad Club). Sat. 10:00 a.m. to 4:30 p.m. Adults $6, Children 12 to 18 $1, Under 12 Free. Stafford Center, 10505 Cash Road, Stafford, TX. More information at http://sanjacmodeltrains.org/.

16th – 17th Great Texas Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adult $7, Kids 11 and under Free. Premier Events Center, Lakeland Plaza, 1165 S Stemmons Freewway, Lewisville, TX. More information: http://trainshow.com/greattexastrainshow/.

March 2019

16th – 17th Cotton Belt Historical Society, Tyler TAP Chapter Annual Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $7, Kids under 12 Free. Tyler Rose Garden Center, 420 Rose Park Drive, Tyler, TX. For more information: Steven Garbarino (903) 388-5354, or www.cottonbeltdepotmuseum.com.

April 2019

13th – 14th New Braunfels Annual Spring Jamboree & Train Show. (Sponsored by New Braunfels Railroad Museum). Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $8, Kids 5 to 17 $2 Kids under 5 Free. Scouts & Scout Leaders in uniform Free. New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX. More information: www.newbraunfelsrailroadmuseum.org/trainshow.

Excursion Train Trips

Austin Steam Train; Cedar Park, TX; (512) 477-8468; www.austinsteamtrain.org

Grapevine Vintage Railroad; Grapevine, TX; (817) 410-3185; www.gvrr.com

Old Hickory Railroad; Jackson, LA; (225) 634-7397; www.louisianasteamtrain.com

Texas State Railroad; Palestine & Rusk, TX; (888) 987-2461; www.texasstaterr.com

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

ML

Littig, Tx (photo by Riley Triggs)

WHO'S TRACK GOES THERE?

You tell me who's layout this big photo is from, and I give the first person to email me the correct answer at rrrduino@huntatrophy.com a campfire lighting Arduino next time we meet up!

Of course, the usual fine print applies: Consuming raw or undercooked meats, poultry, seafood, shellfish, or eggs may increase your risk of food borne illness, especially if you have a medical condition.

2019 SER Convention Chattanooga, TN

2019 SER Convention
Chattanooga, TN
Thursday through Sunday
May 30, 2019 - June 2, 2019

Convention Website

The Choo Choo City Rails SER Convention will be held May 30- June 2, 2019. Chattanooga is rich in railroad history. From the Great Locomotive Chase of the Civil War to Glenn Miller's "Chattanooga Choo Choo," railroads have played an important part in its development.

Great clinics are planned with Pelle Søeborg (banquet speaker), Cody Grivno, Stephen Priest, Matt Herman, Lance Mindheim, the owners of ScaleTrains.com, and many others.

Plans are ongoing with several of Chattanooga's major industries for prototype tours including Portland Cement, the TVRM Backshop, VW Auto Loading Terminal, ADM's trans-load facility, Astec Industries, and JIT Steel Services. There will also be home layout tours and operating sessions to choose from.

Thursday, prior to the convention, ScaleTrains.com is sponsoring a trip on the Tennessee Valley Railroad Museum's Hiwassee River Rail Excursion. and a catered BBQ lunch at their Benton, TN headquarters. Join Pelle, Cody, Stephen, Matt, Lance and the ScaleTrains.com crew for a great train ride. For more information, pricing, and to register for this event, click here. The Sunday following the convention, join ScaleTrains.com in Dalton, GA at the NS/CSX diamond next to the freight station.

There are world famous attractions such as Rock City, Ruby Falls and the Incline Railway. Ride the trains at the Tennessee Valley Railroad Museum or view the sights atop Lookout Mountain; the Tennessee Aquarium; ride the Southern Belle Riverboat. Bring the family, come early, stay late and enjoy all that Scenic City has to offer.

- Thursday May 30, ScaleTrains.com will be sponsoring the Tennessee Valley Railroad Museum Hiwassee River Rail Excursion with a catered BBQ lunch. Click here for more information.
- Thursday May 30, registration is from 5 PM until 9 PM, operating session.
- Friday May 31, Clinics, operation Sessions, home layout tours, and Prototype/Industrial Tours.
- Saturday June 1, Clinics, home layout tours, Eagle Point Live Steam tour, Tennessee Railroad Museum rides backshop tour, and banquet.
- Sunday, June 2, Home Layout tours, operating sessions, and railfanning at the NS/CSX diamond in Dalton, GA.

Wanted!

Nominees for the LSR 2019 Youth Award

Who:

Any boy or girl 18 years old or younger with an interest in model railroading.

Where:

One nominee from each LSR Division.

How:

Fill out the special Youth Award Membership Form available on http://www.lonestarregion.com/

When:

Submitted to your Division Board Member by December 21, 2018.

For more information contact: Jim Lemmond, Youth Chairman: jimlem@comcast.net

Wanted!

Nominees for the LSR 2019 Youth Award

We are fast approaching the time to submit nominations for LSR Youth Awards. Each Division may submit one nomination for this award. The qualifications are as follows:

1. Be a student. Anyone under the age of 18 qualifies if they are not already an NMRA member. The NMRA has also made arrangements to allow college students under the age of 25 to qualify as a STUDENT. They must have a CURRENT student ID to the school they are attending – include a photocopy of the ID.

2. Be sponsored by a current NMRA member. The Division Director must approve of nominee.

3. Be presented by the Division Director at the Annual BOD meeting – one sponsorship per year.

4. BOD Approval

Important dates:
December 21, 2018 – LSR Youth Nomination form and student biography emailed or sent to Jim Lemmond jimlem@comcast.net or 2821 Frostwood Circle, Dickinson, Texas 77539. I will then send all nominations to the LSR Secretary, Jeff Palmer by January 6, 2019. All nominations will be submitted to the LSR Board of Directors for approval at the mid-year Board meeting in January 2019. All approved nominees will be invited to attend the LSR June Convention banquet to receive their award.

The information and forms for this award may be downloaded from the LSR web site: http://www.lonestarregion.com/node/49

Our goal is to have a Youth Award from each Division of the LSR.

...RRRduino...

by Speed

Many LEDs on one Arduino!

I travel quite a bit to operate model railroads (was that a wink for an invite?) and I always take a secret peek behind the scenes when everyone else is arguing about their car cards or switch lists. Quite often I see an Arduino used for a small project, like a police car or a campfire using only one, two or only three Arduino pins. And when I ask, the same software discussion usually follows about the `delay( )` function making it hard to time things when there is more than one output!

When you have a police car light that needs to turn on and off, for example, one of the blue lights flashing repeatedly, you need to make sure that the code has the proper `delays`.

```
#define BLUELED1      12
#define BLUEONTIME   500
#define BLUEOFFTIME  500

void setup( ) {                    // this function is only called once, shortly after power up
  pinMode( BLUELED1, OUTPUT );     // make pin 12 an output
} // setup( )

void loop( ) {                     // this function is called over and over, forever...
  delay( BLUEOFFTIME );            // wait here for 500 milliseconds
  digitalWrite( BLUELED1, HIGH );  // set pin 12 to be high, 5 V
  delay( BLUEONTIME );             // wait here for 500 milliseconds
  digitalWrite( BLUELED1, LOW );   // clear pin 12 to be low, 0 V
} // loop( )
```

The code above will toggle a blue LED at pin 12 every half second. So, if we add a red LED that needs to toggle at the same rate, right in the middle of the blue sequence, you could imagine we use the following code:

```
#define BLUELED1          12
#define BLUEONAFTERRED   250
#define BLUEOFFAFTERRED  250
#define REDLED1           11
#define REDONAFTERBLUE   250
#define REDOFFAFTERBLUE  250

void setup( ) {
  pinMode( BLUELED1, OUTPUT );
  pinMode( REDLED1,  OUTPUT );
} // setup( )

void loop( ) {
  delay( REDONAFTERBLUE );
  digitalWrite( REDLED1, HIGH );
  delay( BLUEONAFTERRED );
  digitalWrite( BLUELED1, HIGH );
  delay( REDOFFAFTERBLUE );
  digitalWrite( REDLED1, LOW );
  delay( BLUEOFFAFTERRED );
  digitalWrite( BLUELED1, LOW );
} // loop( )
```

Still following? You are calculating the time between every LED change as time goes by. You could do a little better by using some math with REDSHIFTFROMBLUE to turn the blue one on after the red one, and then REDONTIME - REDSHIFTFROMBLUE for turning the red one off again. You will quickly discover this turns into some chaos when you add the third and fourth LEDs! Also imagine you want to add a little random flicker in there? And this works perfectly for the one police car. Back to my original thought, what about the rest of the 18 pins on the Arduino that are not in use?

delay()	millis()
Description	Description
Pauses the program for the amount of time (in milliseconds) specified as parameter. (There are 1000 milliseconds in a second.)	Returns the number of milliseconds since the Arduino board began running the current program. This number will overflow (go back to zero), after approximately 50 days.
Syntax	Syntax
delay(ms)	time = millis()
Parameters	Parameters
ms: the number of milliseconds to pause (unsigned long)	Nothing
Returns	Returns
Nothing	Number of milliseconds since the program started (unsigned long)

This brings us to the idea of avoiding the use of `delay( )` completely and using `millis( )` to determine when something needs to change. To make it a little simpler, imagine every time something needs to change as timed from the beginning of time...4.543 billion years ago... Oops no, only since you powered on the Arduino. In the first example we will use 500 ms from time zero to turn the blue LED on when in the “OFF” state, reset the time and then wait 500 ms from this new zero time to turn it off while in the “ON” state:

```
#define BLUELED1      12
#define BLUEONTIME   500
#define BLUEOFFTIME  500

bool blueStateOff = true;
unsigned long now;
unsigned long lastBlueStart;

void setup( ) {
```

```
  pinMode( BLUELED1, OUTPUT );
  now = lastBlueStart = millis();
} // setup( )

void loop( ) {
  now = millis( );
  if( blueStateOff ) {
    if( now - lastBlueStart > BLUEOFFTIME ) {
      digitalWrite( BLUELED1, HIGH );
      blueStateOff = !blueStateOff;
      lastBlueStart = now;
    } // if time to turn on
  } else {
  if( now - lastBlueStart > BLUEONTIME ) {
      digitalWrite( BLUELED1, LOW );
      blueStateOff = !blueStateOff;
      lastBlueStart = now;
    } // if time to turn off
  } // if in blue on state
} // loop( )
```

Yes, it takes a few more lines of code, but no math is needed. If we now add the red LED back in, we only need to offset the red LED's `lastRedStart` by subtracting the 250 ms and the code we add is identical.

```
#define BLUELED1      12
#define BLUEONTIME   500
#define BLUEOFFTIME  500

#define REDLED1       11
#define REDONTIME    500
#define REDOFFTIME   500

#define REDAFTERBLUE 750

bool blueStateOff = true;
bool redStateOff = true;

unsigned long now;
unsigned long lastBlueStart;
unsigned long lastRedStart;

void setup( ) {
  pinMode( BLUELED1, OUTPUT );
  pinMode( REDLED1, OUTPUT );

  now = lastBlueStart = millis();
  lastRedStart = lastBlueStart + REDAFTERBLUE;
} // setup( )

void loop( ) {
  now = millis( );
  if( blueStateOff ) {
    if( now - lastBlueStart > BLUEOFFTIME ) {
      digitalWrite( BLUELED1, HIGH );
      blueStateOff = !blueStateOff;
      lastBlueStart = now;
    } // if time to turn on
  } else {
    if( now - lastBlueStart > BLUEONTIME ) {
      digitalWrite( BLUELED1, LOW );
      blueStateOff = !blueStateOff;
      lastBlueStart = now;
    } // if time to turn off
  } // if in blue on state

  if( redStateOff ) {
    if( now - lastRedStart > REDOFFTIME ) {
      digitalWrite( REDLED1, HIGH );
      redStateOff = !redStateOff;
      lastRedStart = now;
    } // if time to turn on
  } else {
    if( now - lastRedStart > REDONTIME ) {
      digitalWrite( REDLED1, LOW );
      redStateOff = !redStateOff;
      lastRedStart = now;
    } // if time to turn off
  } // if in blue on state
} // loop( )
```

Can you see how easy it is to change the timing on the red LED to be vastly different from that on the blue LED? Change the RED times to `#define REDONTIME 305` and `#define REDOFFTIME 305` and witness how effortless the red LED flashes at a different rate than the blue one without subtracting and rolling numbers over as would be needed in the earlier example. So now the red LED can be on a fire truck and the blue one on a police car. But wait, you can also make that red one random using the `random( )` function to set the next REDONTIME or REDOFFTIME.

Up front:

```
long onTime;
long offTime;
```

And then:

```
  if( redStateOff ) {
    if( now - lastRedStart > offTime ) {
      digitalWrite( REDLED1, HIGH );
      onTime = random( REDONTIME );
      redStateOff = !redStateOff;
      lastRedStart = now;
    } // if time to turn on
  } else {
    if( now - lastRedStart > onTime ) {
      digitalWrite( REDLED1, LOW );
      offTime = random( REDOFFTIME );
      redStateOff = !redStateOff;
      lastRedStart = now;
    } // if time to turn off
  } // if in blue on state
} // loop( )
```

You are still concerned about the number of lines of code you need to write, right? So how about we do an OOP (**O**bject-**O**riented **P**rogramming) example:

```
#define BLUELED1      12
#define BLUEONTIME   500
#define BLUEOFFTIME  500

#define REDLED1       11
#define REDONTIME    500
#define REDOFFTIME   500

#define REDAFTERBLUE 250

class LED {
  int  _pin;
  long _onTime;
  long _offTime;
  int  _offState;
  unsigned long _lastTime;

public:
  LED( int thePin, long theOnTime, long theOffTime ) {
    _pin = thePin;
    pinMode( _pin, OUTPUT );
    _onTime = theOnTime;
    _offTime = theOffTime;
    _offState = LOW;
    resetTime( );
  } // constructor LED( int, long, long )

  void resetTime( ) {
    _offState = LOW;
    digitalWrite( _pin, _offState );
    _lastTime = millis( );
  } // reset( )

  void check( ) {
    unsigned long now = millis( );
    if( _offState ) {
      if( now - _lastTime > _offTime ) {
        digitalWrite( _pin, HIGH );
        _offState = !_offState;
        _lastTime = now;
      } // if time to turn on
    } else {
      if( now - _lastTime > _onTime ) {
        digitalWrite( _pin, LOW );
        _offState = !_offState;
        _lastTime = now;
      } // if time to turn off
    } // if in on state
  } // check( )
}; // class LED

LED blueLED( BLUELED1, BLUEONTIME, BLUEOFFTIME );
LED redLED( REDLED1, REDONTIME, REDOFFTIME );

void setup( ) {
  blueLED.check( );
  delay( REDAFTERBLUE );
  redLED.resetTime( );
  redLED.check( );
} // setup( )

void loop( ) {
  blueLED.check( );
  redLED.check( );
} // loop( )
```

Note the use of the single `delay( )` in `setup( )` and the `resetTime( )` method in the LED class to offset the time of the red from the blue LEDs. What is amazing, is the size of the `loop( )` function. How many lines do I need to add for the next LED if I did not care how it interacted with the others? Just two lines, as shown in **red**:

```
LED yellowLED( 10, 200, 800 );

void loop( ) {
  yellowLED.check( );
  blueLED.check( );
  redLED.check( );
} // loop( )
```

Now the LED class takes care of all the code to switch an LED pin on and off. All you need to do is call the `check( )` or usually called `update( )` methods. Normal straight C code has **functions** and classes have **methods**. Nothing I can do about that, I tried.

If you want the random( ) back in, you can add three more class members:

```
bool _random;         // is it random or not
long _origOnTime;     // store the original value, so future randoms can use it
long _origOffTime;    // store the original value, so future randoms can use it
```

Modify the constructor, and `_random` will be false if not provided:

```
LED( int thePin, long theOnTime, long theOffTime, bool theRandom = false ) {
  _pin = thePin;
  pinMode( _pin, OUTPUT );
  _origOnTime  = _onTime  = theOnTime;
  _origOffTime = _offTime = theOffTime;
  _offState = LOW;
  _random = theRandom;
  if( _random ) {     // go random from the start!
    _onTime = random( _origOnTime + 1 );
    _offTime = random( _origOffTime + 1 );
  } else {            // and if not, just assign the originals to the real
    _onTime = _origOnTime;
    _offTime = _origOffTime;
  } // if _random
  resetTime( );
} // constructor LED( int, long, long, bool )
```

And let's see if you can come up with the only two lines of code we need to add to the `check( )` method to make it random for real? That is called homework!

I created 16 LED objects in a test program and the Arduino has no problem turning each and every one of the LEDs on and off like they should. There is no reason why you could not share your inexpensive Arduino between a fleet of cars.

All the code shared in the arduino create environment. You will also find a link to it at blog.RRRduino.com

Your turn:
We would also like to hear from you. What do we show next and/or where do we go from here?

Speed

An afterthought about LEDs:
An LED works like a one-way street. Just like cars accomplishing something by following everyone else in the same direction, an LED only allows current to flow in the direction of the triangle's arrow (from anode to cathode). It makes light once the forward voltage (Vf) across the diode is exceeded and current starts flowing.

If you take a quick look at the datasheet for this Radio Shack 5 mm red LED (https://www.radioshack.com/products/5mm-red-led), you'll see that the Vf is somewhere between 2.2 and 2.8 Volts:
Forward voltage: 2.2 V (typical)/ 2.8 (max) @ 20 mA

So to make sure it will turn on, you need to do two things, provide more than 2.2 Volts and put a resistor big enough in series to avoid reaching the maximum rated current:
Forward Current (If): 25 mA (Max)

Assume we have a 5 V source to turn the LED on with and we believe the 2.2 Vf voltage, we need to use 5-2.2 V or 2.8 V across the current limiting resistor. From V = I x R, we can tell that if the current through the LED is the same as the current through the resistor, and we choose to run the LED with medium brightness at 10 mA: R = V / I or R = 2.8 / 0.010 = **280 Ohms**.

The note here, however, is that we can put barricades anywhere in the one-way street and stop the flow of cars...a few people might not like it if you put the barricades on the furthest end, but that is not your problem, you **only** wanted to stop them. Similarly you can stop the flow of electrons by putting the switch between Vcc (5 V) and the LED; between the LED and the resistor; or between the resistor and ground. Keep in mind that this switch sits inside the Arduino ATMEGA chip, and since you want to control more than one LED, you want to use either the top or bottom side as the switch side, so the chip does not need to float somewhere between ground and Vcc. And this is where Common Anode or Common Cathode joins the discussion. The Arduino "switches" can **sink** more current than it can **source**, so the better place is to use the switch at the ground (bottom) side and have all the LEDs connected together at Vcc (using the Common Anode). But, and this is why I brought this up, an LED will turn ON (conduct current) when its respective Arduino pin is connected to ground. In the software world this needs you to set it to `LOW`. So, if you decide to go with the switch at the bottom, use `digitalWrite( _pin, LOW );` to turn the LED on instead and `digitalWrite( _pin, HIGH );` to turn it off.

In my OOP code, I use `turnOff( )` and `turnOn( )` methods called from `check( )` and they do the appropriate action when the constructor sets it up like a Common Cathode or Common Anode LED pin.

```
void turnOn( ) {
  if( _commonAnode ) {
    digitalWrite( _pin, LOW );
  } else {
    digitalWrite( _pin, HIGH );
  } // if switched at the bottom
} // turnOn( )
```

```
void turnOff( ) {
  if( _commonAnode ) {
    digitalWrite( _pin, HIGH );
  } else {
    digitalWrite( _pin, LOW );
  } // if switched at the bottom
} // turnOff( )
```

```
/* the end */
```

ML

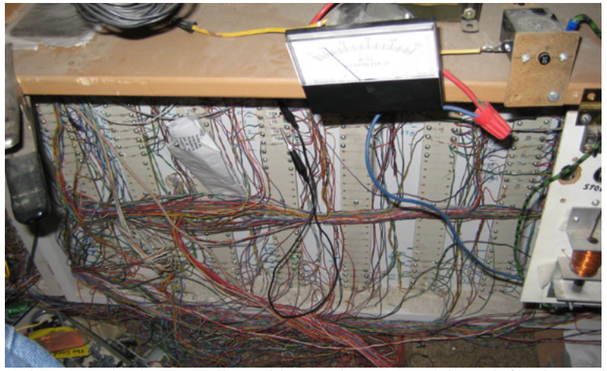
Gil Freitag

By Richard Kamm

SUE LINE

SC&W

"If you have seen his wiring, you know that Ma Bell was envious..."



Gil Freitag (top), Ma-Bell would envy this wiring (above left), the garden railway (above right)

Some people see obstacles as opportunities. This article, the "giant" I would like to tell you about is a long-term friend and mentor of 40 years. He is Gil Freitag who lives in Houston, Texas with his wife Virginia. They own the wonderful Stoney Creek and Western (SC&W).

The SC&W is a freelance railroad across Colorado and Utah connecting with the AT&SF at Middletown, Colorado (staging) and runs westward to Salt Lake City (staging). The D&RGW has trackage rights from Toluca to Pagosa Jct. The D&RGW narrow gauge runs from Stony Creek westward to Sierra Vista and into Grand Junction (staging). The mainline of the SC&W is 485ft and the D&RGW narrow gauge has a mainline of 157 ft. The railroad is mostly mountainous terrain. The scenery includes numerous scratch built structures and is about 95% complete.

The railroad consists of two main yards and eight towns and five additional towns on branch lines. The main business on the railroad is sweepers and way freights with two-unit coal trains serving five mines. They also have a good passenger business…running seven passenger trains, most of which do switching along the way.

The railroad has been in the April, 1975 Model Railroad Craftsman, the July 1982, the July 1995 and the April 2003 issues of Model Railroader, the March 1987 NMRA Bulletin and the 1994 Great Model Railroads as well as Volume 13 of Alan Keller's series Great Model Railroads.

I had the great fortune of first meeting Gil when I was attending a clinic at a Lone Star Region Convention. Gil Freitag gave a clinic In "Sudden Sand Scenery". By the next week, the Sue Line was covered in sand. It was a tremendous inspiration to me then and remains so through today. Gil stayed active in the Lone Star Region for many many years and served in different capacities because it was always in his heart to give back to the model railroading community.

Gil Freitag is not only active in HO scale model railroading, but he has a fantastic G-scale railroad in his back yard which is housed in a depot which he built. Gil Freitag is also active in the Houston Area Live Steamers group in the Houston Area and has some beautiful life steam equipment.

Later I had the privilege of attending the 50th Anniversary of Gil and Virginia Freitag. It was beautiful and very moving experience. It was a valuable insight into the family life which exists outside the model railroad life and an example for all of us. There is much more to him than just model railroading. Gil is also active in his community and several groups which help and inspire children.

Gil is a soft spoken, easy going man who loves to help others. As some of you may know, Gil was slowed several years ago by a stroke as he was getting ready to go out one evening. He was rushed down the street to the local hospital and treatment was started immediately followed by a l-o-n-g rehabilitation which continues today. The stroke may have slowed Gil down, but it did not stop him. He and Virginia have hosted may Lone Star Region events since the stroke. He has even has even added a stair chair to allow him continued access to his beloved model railroad.

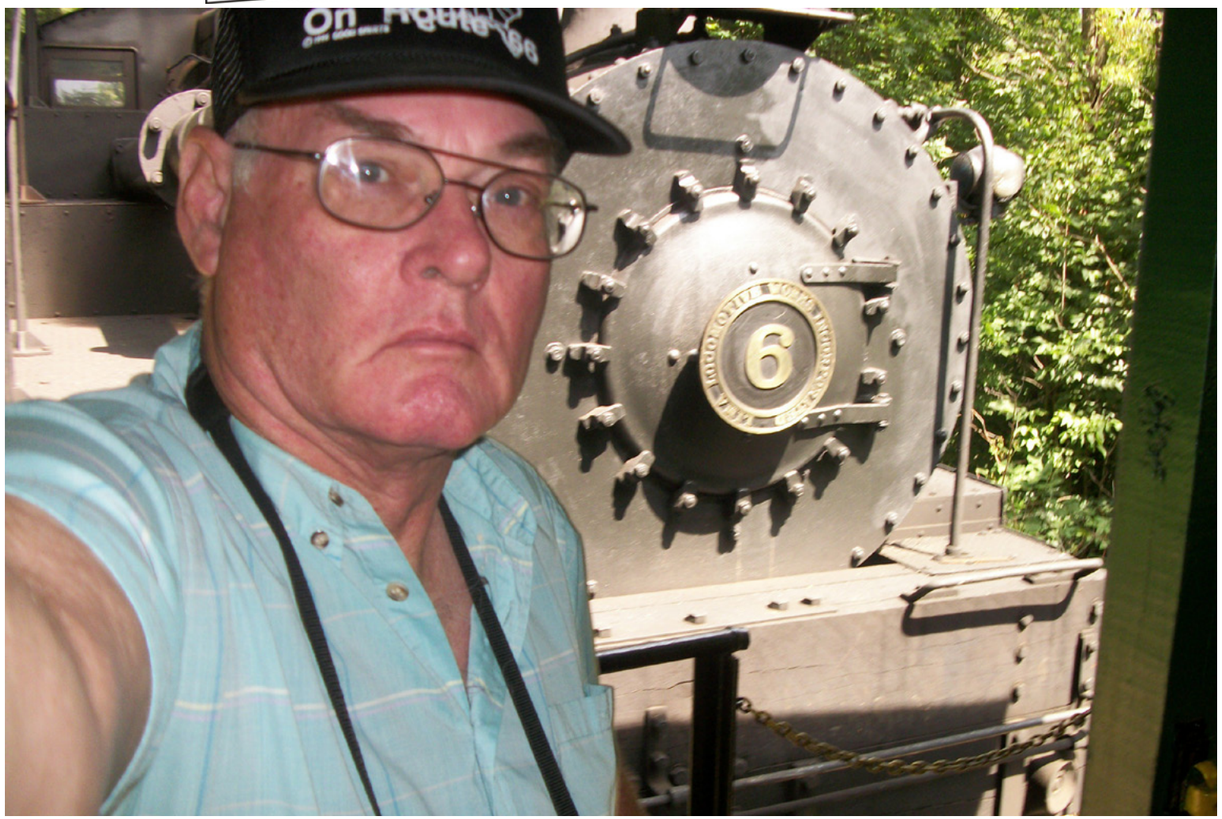
Gil Freitag excels not only in scenery on the SC&W, but also in electronics and operation. Some of my fondest memories are operating with Gill Freitag on the SC&W. Gil runs both passenger and freight trains on the SC&W using a schedule, a dispatcher's panel which he built, and signal system with he also designed and built. If Gil Freitag had one drawback, it was that he was born too long ago. He only rather lately got the hang of integrated circuits. If you have seen his wiring, you know that Ma Bell was envious of his complex next of copper strands underneath the layout! I have also have had the pleasure of several interesting conversations with Virginia Freitag about her embroidery and its utilization on the SC&W.

When I look at Gil Freitag, I see the drive and determination that made him the man and friend he is today. Over the last few years, the sands of time have worn on me and could have easily eroded my interest in the hobby. But I look to Gil to be inspired that even when our lives seem to get a little out of gauge, our bodies don't seem to be on track like they used to be, and every step feels like the Rock Island in the final days, model railroading is still fun. ML

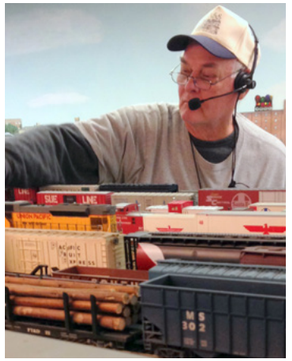
Mose Crews

By Richard Kamm

SUE LINE



Mose Crews



Up until now, you have read of people that have influenced that have made their way into regional or national press and could be considered easy pickings. However, this "giant" is a local one and a member of the Sue Line crew. It has been said that a prophet is never respected in his own land, but this man is well respected in the Sue Line crew.

I have known Mose for about 45 years. We first met when attending an open house in 1971 to help UNICEF at a model railroad in Bossier City. We both kept coming back and became great friends. Mose has a keen mind for operations and is very insightful on what it takes to make a railroad like the Sue Line work. Mose once told me "I could operate with wooden blocks and tracks drawn on plywood. Operation was and is everything to Mose. Some years back, Mose Crews built a car routing program using a Commodore 64 computer. It took six or seven different programs to complete the function of producing the final lists, but we used it for years on the Sue Line. Mose led the way for us to escape the limitations of car cards many years ago.

He has retired after more than 40 years as an auto body and paint technician and shop manager for an auto dealership. Mose Crews is a steady and loyal friend, the kind who will tell you to your face when you are wrong, but still like you.

Like any good operator, another of Mose Crews' passions is railfanning, and he has more knowledge of short line railroads than any other person I have ever met in this area. Mose Crews interest started by watching local trains of the Kansas City Southern (KCS), Illinois Central (IC) and local short lines in and around his hometown of Minden, LA. At one time, I believe Mose Crews knew the name of every short line railroad employee, most of their wife's names and many of their children's name in northwest Louisiana. Mose, with his very understanding, patient and lovely wife Sherry and their children in the early years, have traveled to and photographed trains in 37 states

Mose Crews drives about 35 miles each way each week for our operating session, and I believe he has attended more sessions on the Sue Line than I have. Near his home was a siding with a sand company and rock company. He took photos of the buildings and measurements and then built scale models of these structures for inclusion on the Sue Line as the town of Crews Siding. He also added a butane distributor for more operation potential on the spur.

Mose Crews had a model railroad- the *Dorcheat & Lake Bistineau Railroad* that is based on the Sibley, Lake Bistineau & Southern Railroad that was abandoned in 1942. It operated from a connection with that Louisiana & Arkansas (L&A) and Illinois Central (IC) at Sibley, Louisiana to the town of Hall Summit and was originally built as a logging road. Mose put a tremendous amount of trackage into a relatively small room and used names such a Door Jam, and Over Yard to describe the towns

Over the years, he has dug trenches for drainage, built a roof over the expansion, stayed up all hours of the night, invested blood and sweat in the Sue Line. He is generally way too modest in regard to his contributions, but the Sue Line would have been dead in the water many times had it not been for his help and sacrifice. Recently, he took several hundred Kodachrome slides that had been shoved back in a drawer in the work room and scanned them into JPEG files. Many of these photos are of the history of the construction of the railroad and the people who did the work. Again, hours spent dedicated to a project that is bigger than any one of us. That's what giants do. That is just the kind of man that Mose Crews is.

Mose Crews will tackle the toughest operating positions on the Sue Line. He will analyze them and then make suggestions to improve them so that other can enjoy doing them. He will then move on to another operating position. He is always analyzing for ways to make operation more fun for all. There are many core operating principals of the Sue Line that have been stalwarts for 25 plus years that are due to his input and keen insight. Through all of that time and now, though, it is always about the railroad and not one particular position.

Mose has been a major factor in the history of The Sue Line Railroad and Mose Crews has seen that growth and development from the very beginning. Mose Crews says , "Over the years there have been many great times and some hard times, but with the friendships from operating on The Sue Line Railroad it has brought together many great people and friends to keep the railroad running. " Mose also reports "One of the things about this great hobby is the friendships that develop."

Mose was around for the early testing of command control systems and has a prototype or two that probably belong in a museum. Operations on more than one railroad have been heavily influenced by him. He can look at any track diagram or visit a layout and design an incredibly sophisticated but realistic operating scheme quickly. The list goes on and on. To this day, he takes our often pie-in-the-sky discussions back to down to earth by bringing our focus back to the core principles of operation and why the Sue Line has done so weekly for over 3 decades.

So, you may not have ever heard of Mose Crews before now, but I can tell you that he is the giant on whose shoulders I have stood on the longest to reach my highest goals with the Sue Line all the while keeping me grounded. ML

" ...he has attended more sessions on the Sue Line than I have..."

Calculating MPH Speed of Your Locomotives

By Dennis Rice

Speed track with Conductor

When running your locomotive along your layout, what is the realistic miles per hour speed that it is representing as it travels down your track?

I was curious about this when I looked at my circular test track and the locomotives sped around quite fast when the throttle was set at the maximum setting. This issue is not just for DCC, but also applies to DC. For DCC it is a little more direct as the throttle is specified as a numeric value, be it 14, 28, or 128. For DC the setting is specified as a numeric value on one's rotary power control.

What I found is that for the maximum speed ranged from 107 mph for a switching locomotive to 310 mph for a passenger locomotive. That is not quite realistic, even the bullet train in Japan doesn't run that fast.

There are two objectives that I had when building my speed track. First was to determine the maximum speed that I wanted the locomotives to operate, and second to speed match different locomotives using JMRI speed tables.

I built my speed track by sectionalized it into four squares secured together with snaps so that I could break it down for easier storage and carrying. For the track I used Kato Unitrack forming a circle that was secured to the board but placed straight sections that would span the breaks and allow me to take it apart for storage. Since I run N scale I selected a radius of 15 inch circle and four straight sections of 2 7/8 inches. Other scales would require an appropriate radius to insure that longer locomotives could run on it.

Using simple geometry, the circumference of the circle is:

$2 \pi r = 2 * 3.14159 * 15 = 94.25$ inches.

The four straight sections of 2 7/8 inches each. Total track length:

$94.25 + 4 * 2.875 = 94.25 + 11.5 = 105.75$ inches

Since I am running N Scale, the scale ratio is 1:160. The formula for the miles per hour speed for a given scale speed is:

$$MPH = \frac{\left(\frac{(L * S)}{12}\right)}{5280} * \left(\frac{3600}{T}\right)$$

Where:

L = Length of track in inches
S = Scale
T = Time to run the circle in seconds

The above converts the speed in inches per second to miles per hour, accounting for 5280 feet per mile, 12 inches per foot and 3600 seconds per hour.
Using a spreadsheet I set one column to the throttle setting (DCC 128 in my case) and then for each locomotive two additional columns to time (seconds) and calculated MPH for that throttle setting.

Scale (S)	160	Circle Circumference	94.25
Track Length (in)	Length (in)	Speed Track Straight Length	11.5
Track Radius	15	Total Speed Track Length (L)	105.750
Straight Track Length	2.875		
Mph = ((L*S/12)/5280)*3600/T			

Factory Settings

	Atlas S2 Switcher		SD70MAC		Alco PA-1		FEF-3 Steam	
Throttle Speed	Time	MPH	Time	MPH	Time	MPH	Time	MPH
5	172	5.589	42	22.89	50	19.23	165	5.826
10	101	9.518	28	34.33	34	28.28	95	10.12
15	79	12.17	21	45.78	24	40.06	66	14.57
20	57	16.87	15	64.09	19	50.6	48	20
25	50	19.23	12	80.11	17	56.55	38	25.3
30	39	24.65	10	96.14	14	68.67	30	32
35	33	29.13	9	107	12	80.11	24	40.06
40	28	34.33	8	120	10	96.14	21	45.78
45	25	38.45	7	137	9	107	17.8	54
50	22	43.7	6	160	8	120	15.5	62
55	20	48.07	5.5	175	8	120	13.6	70.69
60	18	53.41	5	192	7	137	12	80.11
65	17	56.55	5	192	6.5	148	11	87.4
70	15	64.09	4.8	200	6	160	9.7	99.11
75	14	68.67	4.7	205	6	160	8.8	109
80	12	80.11	4.7	205	5.3	181	8.2	117
85	12	80.11	4.7	205	4.9	196	7.4	130
90	11	87.4	4.7	205	4.6	209	6.7	143
95	10	96.14	4.6	209	4.3	224	6.3	153
100	9	107	4.6	209	4.2	229	5.9	163
105	9	107	4.6	209	3.9	247	5.8	166
110	9	107	4.6	209	3.7	260	5.7	169
115	9	107	4.6	209	3.6	267	5.6	172
120	9	107	4.6	209	3.1	310	5.4	178

Spreadsheet layout

Allowing that I used the stopwatch on my cell phone there might be a minor inaccuracy, but it is well within tolerance. In the future I might add a photocell timing electronic circuit to more accurately time the operation.

The next task is to set the realist maximum speed of each locomotive so that it moves across my layout in a more realistic manner. For example I would consider the maximum speed of an S2 Switcher to be around 40 mph and 80 mph for the PA-1. Using the speed table I can reduce the maximum speed. If one were running DC then the limitation would have to be the setting one would make to the power control.

The last step will be to speed match between the desired locomotives when running DCC.

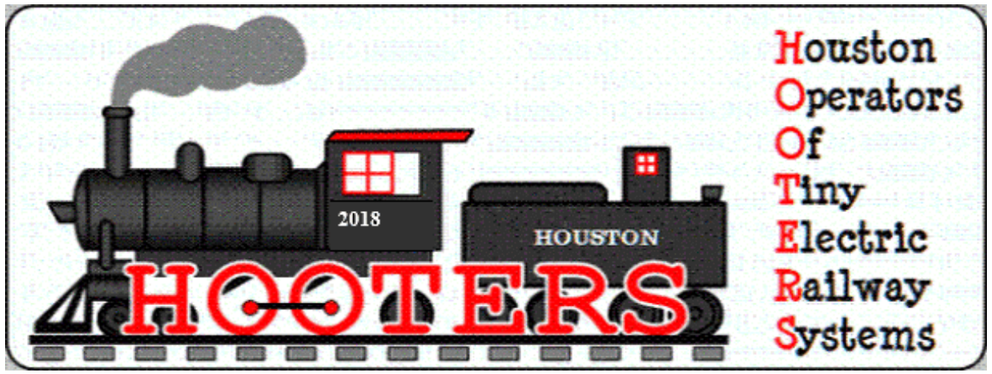
The above spreadsheet may be obtained from me if you do not wish to set it up yourself by contacting me at dearroz@gmail.com. ML

H.O.O.T.E.R.S. 2018

Text and photos by Don Winn

Every 3 years, model railroad owners from around the greater Houston area host a fantastic weekend of operations. The event is known by its acronym, H.O.O.T.E.R.S., for the Houston Operators Of Tiny Electrical Train Systems. Sixteen layout owners opened their homes to operators throughout Texas and beyond, organized into 23 sessions. Each participant operates on Friday night, Saturday morning, Saturday afternoon and Sunday morning.

By all accounts, the event was a huge success, thanks to organizer Tom Bailey and his team. A notable special feature of the weekend is the traditional BBQ dinner at the Freitag home, allowing everyone to get together and tour the historic Stony Creek & Western.



RIVER CITY UNION TERMINAL

Our Lone Star Region Historian, Bob Barnett, hosted two operating sessions on his River City Union Terminal. The River City Union Terminal began as a fictional Midwestern Big City Terminal and has evolved into representing the Missouri Pacific's main line from St Louis to Texas. The time frame is 1953-1954 and the equipment is a combination of Mo Pac, Texas & Pacific and the Katy.

The layout started as a single deck, with a lower deck for staging. Later, Bob expanded the lower deck to add more industries and switching jobs. Working the lower level job allowed the author to experience what a similar design might feel like on his railroad.

The layout is based in the garage, and one very unique feature of Bob's layout is the ability to open up the garage door and watch the action from outside. We had perfect weather for our dispatcher (Bob) to set up outside to monitor the operations.

Cecil Stewart sorts his car cards in Bald Knob on the River City Union Terminal

Jerry Williams working the priority passenger trains in the 12th Street coach yard on the River City Union Terminal

David Grein switching the industries in Bismark on the River City Union Terminal

With the garage door open, host Bob Barnett has this commanding view of his River City Union Terminal from the comfort of a lawn chair in the driveway!

UNION PACIFIC - TOWN CREEK SUBDIVISION

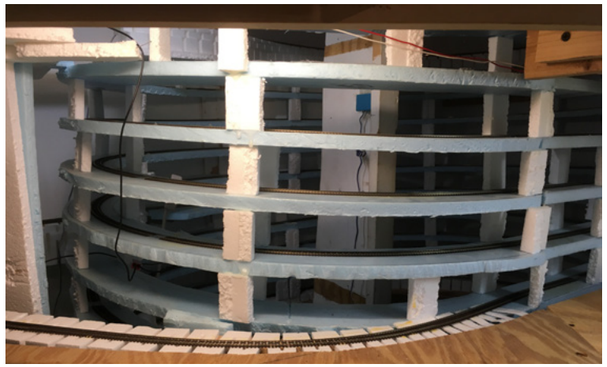
Eddie Aycock's Union Pacific Town Creek Sub follows the route between Cheyanne, Wyoming and Pocatello, Idaho with a large yard at Green River, Wyoming. The N-scale layout is double-decked; with an additional lower deck for staging. Operations run self-dispatched in compliance with a completed signal system. Switch lists are generated using JMRI.

While "foamer" is a somewhat derogatory term used by professional railroaders to describe railfans, Eddie has taken foaming to a whole different level. He has constructed an entire helix made up of only foam and hot glue! Being N-scale, it works! Other sections of the layout demonstrate thin foam used as benchwork. But wait, there's more! Under the layout, Eddie keeps the wire routing managed with simple blocks of foam (see photos).

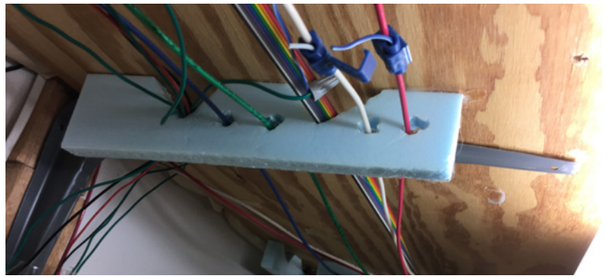
Bruce Alcock works the Hearne yard on the UP Town Creek Sub

Host Eddie Aycock running a helper engine on his UP Town Creek Sub

Frank Treadway switching cars at Durant on the UP Town Creek Sub



A helix constructed completely from foam insulation sheets on the UP Town Creek Sub



Eddie Aycock uses foam sheets as a simple solution to dressing wiring paths

More foam in place of plywood for benchwork

TEXAS & NEW ORLEANS HEARNE SUB

The Texas & New Orleans Hearne Sub is set in the steam to diesel transition era of the early 1950s. The modeled segment includes the single track mainline from Houston to Hearne, including the major junctions of Hempstead, Navasota, and Hearne. Local freights, manifest freights, reefer blocks, passenger trains (Sunbeam, Hustler, Owl) and extras are operated during a typical session. Track authority is controlled by Timetable and Train Orders using a fast clock.

Jobs included a Houston passenger depot yardmaster, a Hearne Yard yardmaster, and a Freight House Job, along with 5 road crews. The road jobs went quickly, so most operators got to run a number of trains during the session.

Facias are not yet installed in some sections, which allowed a good view of Al's benchwork. He has a very well-built L-girder system that supports a large staging yard under Houston (that I may copy on my new layout)

Checking out benchwork and construction techniques

Conductor Andy Cummings (front) making a cut while Engineer Barry Jordan holds the train steady on the T&NO

Bill Rose runs through on the main on the T&NO

Yardmaster Craig Stoops keeps the Hearne Yard flowing on the T&NO

Frank Treadway is hard at work at the Houston depot.

Host Al Partlow dispatching trains on his T&NO

THE GREAT GREAT NORTHERN RAILWAY

Sometimes in an operation session, you just need to pause and take in the great, great northern scenery

Don Bozman was our host at the Great Great Northern Railway. The GGN is a large layout, boasting a 485 foot mainline in the Great Northwest. It represents an area from Seattle to Vancouver, Canada, down to Portland Oregon, and across Stevens Pass in the Cascade Mountains to eastern Washington.

Verbal phone orders are issued to station agents (play acted by road engineers) or at trackside phone box locations directly to the train crew. The layout is fully sceniced, with great views of the Cascade Mountain range, including the Cascade Tunnel with operating door. One truly unique facet of the layout is how it completely covers the front door of the house!

ML

Dispatcher Peter Bryan controls the empire from a CTC board and a house phone system

George Zapalac setting out a cut of cars

Robert Ashcraft switches in Port Puget while host Don Bozman mans his corner post

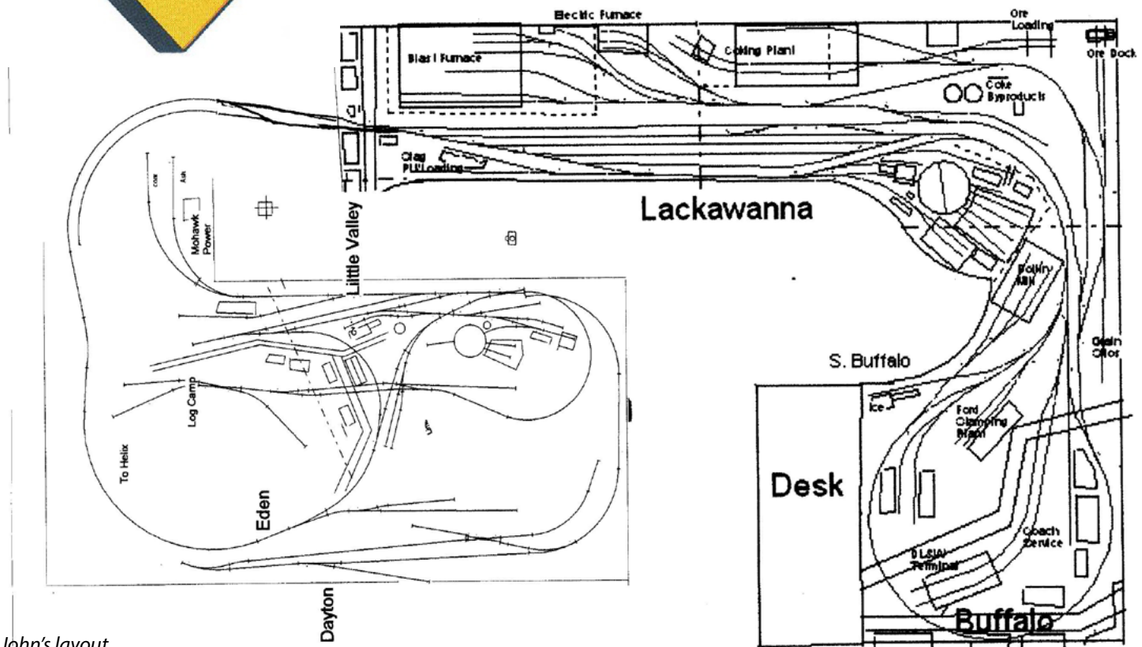
Steve Jackobs working a job at the Hallsville Co-Op

Can't enter the front door…..

…. because the layout is behind it

ERIE RAILROAD
BUFFALO DIVISION

By John Garfield



John's layout

Post Korean War, the country was on the rebound and demand for steel and wood products was at an all-time high. The Erie RR from Buffalo, N.Y. over the Cattaraugus hills (predecessors to the Appalachia Mountains) south to Salamanca in the Susquehanna River valley is an example of transition railroading that served the needs of a growing nation. Here, the Division met with the B&O and the main Erie line from NJ to Chicago.

Made up of late steam and early diesel power, the Erie brought coal north to the steel mills and materials from an industrialized city to the rest of the nation at its main line in Salamanca. Buffalo, located at the end of Lake Erie was the end of lake shipping before the 300' precipice of Niagara Falls so it became a hub for almost every eastern railroad. Steel production, wheat shipping and many other commodities that originally flowed from the lakes to the Erie Canal now moved over the rails of the NYC, B&O, NYO&W, DL&W and many others.

The Erie Division is made up of three RRs – the Erie, the South Buffalo (SB) RR and the short line Conception (beginning) and Viridity (green valley) RR. The Erie serves as the main line for movement of traffic between Buffalo and Salamanca (staging) while the SB serves the steel operations located in Lackawanna, N.Y. The CV brings out lime for the steel mills and hardwood from reforested stock to the interchange in Little Valley. Dayton, N.Y. is a unique stop created by an Erie to Erie interchange of the original Erie line that went from Dunkirk, N.Y. to Port Jarvis, N.J. with the defunct Buffalo and Pittsburg RR line (bought out by Erie). It has one of the rare tunnels found in the east.

The 25' X 12' layout affords a variety of operational opportunities for passenger and freight service

I found this at a swap meet in New Braunfels several years ago.

Map of New York & Erie Railroad

including coal drags, and local freight service of coal, grain and oil to the industries found in South Buffalo. Steel production related cars including bottle cars, slag cars and ingots move the hot steel. Hardwood logs are transferred to the sawmill for furniture manufacturing and pulpwood in interchanged to off-site paper production.

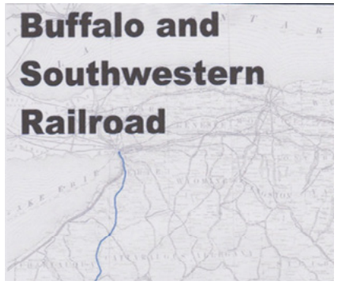
Most of the layout is initially sceniced with many details yet to come. It is operated with MRC wireless throttles and RailOP. Most engines have sound.

Well, it didn't take long for the investors to realize that they had made a grievous error. Per the attached map, they thought that they would pretty much have exclusive rights to the markets along their selected route as well as the Great Lake shipping into Dunkirk.

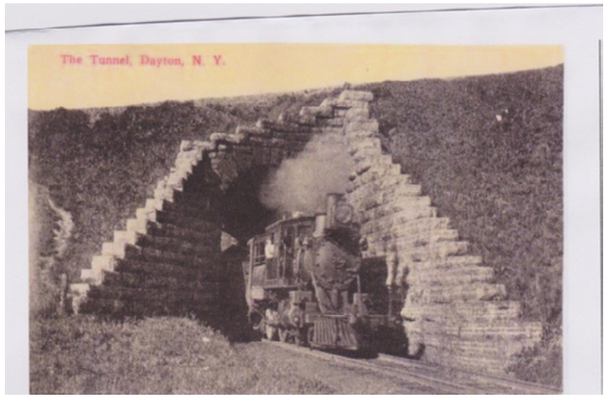
Lets go back to topography again for a moment. When the last Ice Age created the Great Lakes it pushed up big hills or rifts across New York State from Lake Erie east to the Catskills. These north/south rifts left deep valleys with minimal rise that were great for the establishment of railroad track. If you look at a map of NY you can easily see these rifts in the central part of the State better known as the Finger Lakes. North of this area is the flatter plains area left by Lake Ontario extending from Syracuse (central NY) across Rochester to the Niagara peninsula (route of the NYC).

It didn't take long for major lines like the Pennsy to head north out of Scranton toward Rochester along one of these valleys and then west to Buffalo along with the NYC or for the B&O to adventure up from Maryland through Harrisburg into a little known town called Salamanca (now Erie territory) with a more direct route to Buffalo through Great Valley. I mention these because they take on more significance later in my operating scheme. Once these occurred it didn't take long for fillers to occure like NYO&W, DL&W, Lackawanna or Arcade and Attica short line. (I mention this because it was when I was about 10 that I got a ride on the steam engine of this train which solidified my enthusiasm for model railroading.)

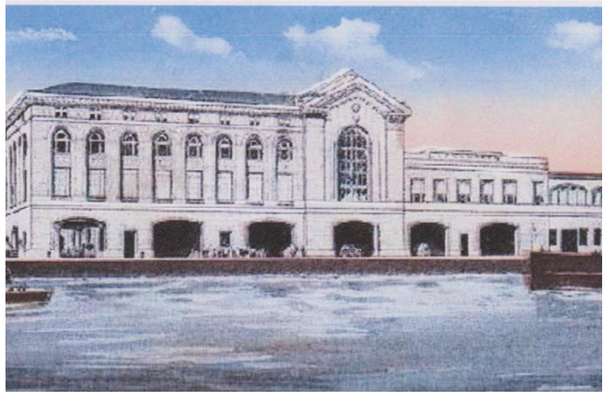
Not long after, the Buffalo & Southwestern RR (B&S) established links from Buffalo south to Pittsburg linking east/west traffic on the Pennsy. The Erie management saw the light and leased the line down to James-



town giving it a connection through Dayton, N.Y. up to Buffalo and practically abandoning its original line west to Dunkirk.
Dayton is a small town and had three tracks for interchange between the Erie Dunkirk/Salamanca Line and the Erie Buffalo/Jamestown Line. What is unusual due to the topography and location is that the B&S had to pass under the Erie line.



The Tunnel at Dayton, NY



DL&W station at Salamanca

Due to the elevation and grades, this created a sort of man made tunnel which I have tried to represent on my home layout and serves as a break into the helix that brings trains into and out of Salamanca (staging). So now we have the makings of a very unusual setting where a railroad interchanges with itself and creates two hubs – Buffalo and Salamanca.

Remember that we are back in the 1850's and trains did not run very far without needing to be refueled and re-watered along with the standard maintenance of greasing, oiling, etc. This required the establishment of maintenance facilities about every 50 miles and Salamanca just happens to be about 45 miles from both Dunkirk and Buffalo so it was natural for a major facility to be established there. Likewise, the B&O needed the same services and established its own facilities, but less elaborate, in Salamanca.

Of course an interchange was created between the two railroads and it wasn't long before they were exchanging passengers as well when the Erie migrated westward toward Marion, Ohio and Chicago. Thus, Salamanca became an important hub on the Erie and the B&O – two of my most favorite lines. As a kid, I got my Lionel set at about 5 but migrated to HO at around 8 and my first HO set was B&O. In addition, I won a set of Capital Express B&O passenger cars at an open house and had to find a way to work them into my layout. That is why today, you will see a B&O express passenger train on my Erie layout and a local Erie passenger train, both running between Buffalo and Salamanca. How do I achieve this? Modeler's license.

As noted, the B&O ran north out of Salamanca through Great Valley. Unfortunately for the B&O, they had a washout in Great Valley and had to direct their freight traffic to Buffalo through the Pennsy line. But their Class 1 express passenger service to Washington, D.C. needed a shorter route and leased trackage rights at great expense from the Erie between Salamanca and the DL&W station on the water front in downtown Buffalo which served several passenger trains of many different railroads. The station is unusual in that all the tracks were elevated coming into the station on the second level and the main station entrance was at street level.

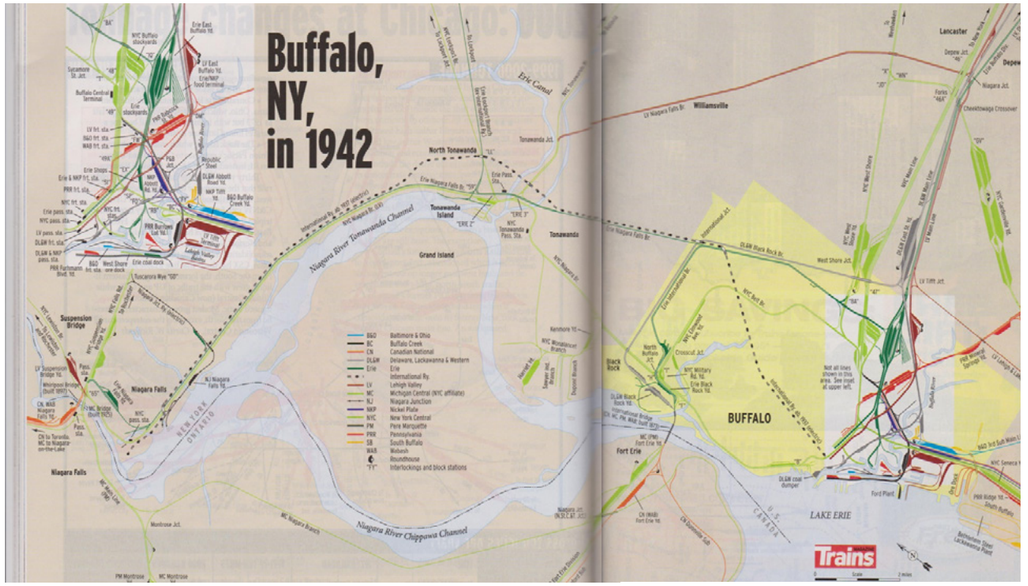
Thus I get to use my nice heavy weight special edition B&O passenger cars on my Erie RR.

Operations

The layout is made up of three principle railroads: the Erie, South Buffalo (SB) and a fictitious short line I have called Conception and Viridity (CV) Railroad. The CV is an outgrowth of an early interest in logging operations I saw characterized in leading model railroad magazines. At the time I was not interested in mainline operations and only had space for a small railroad so modeling a logging short line seemed to fit the bill.

After various attempts at building home layouts and having to tear them down due to job relocations I finally settled on a scheme when I moved to Texas in the mid 80's. Unfortunately, unlike before, Texas does not have basements so half of a two car garage had to suffice. I think we have all been there – model railroading weather generally fits into a few months in the fall and spring. But I learned a lot in the process and was able to salvage significant pieces when we built our new home in 1998.

A new home gave me the opportunity to plan for an actual train room and so the house was designed to a sloping site so that I had a lower level train room and my wife had a large sewing room with a common seating area in between. In goes the old layout. But in 2007 I retired from the City of Fort Worth and took a position with the City of Midlothian. We considered selling the house and moving there. The layout came down. In hind sight, while I lost a lot of what I had built over the years it provided an opportunity to better refinish the room with carpeting and lighting so that I could rebuild a better operating layout after we decided not to sell the house.

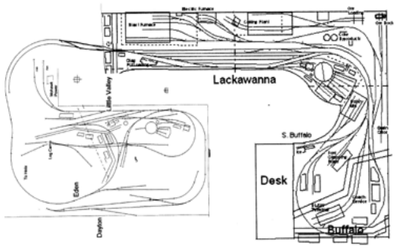


This is what John used to interpret and to design his own version of the Erie Railroad at Buffalo. From Trains Magazine *copyright 2013*

In the process I became more interested in mainline operations and involved with operations in general through OpSig, participation in the Club layout operating sessions and visits to other layouts through the "Interchange" (a voluntary open exchange of operators between Tulsa, Houston and DFW). With a new interest in mainline operations, I planned a layout around what I was familiar with.

About this same time Jack Kibbie (a well known local hobbiest) decided to tear his layout down and offered several steel making related facilities and other buildings that I could work into my new scheme – thus was born the idea of modeling the Erie and the South Buffalo RR's and steel making operations (on a very small scale). Of course I had to maintain my past interest in logging (more later on this and where the name came from).

Below is how the railroads of Buffalo intersected and how the Erie accessed the Buffalo market. Note the lower right corner of the map that depicts the Erie Buffalo & Southwestern Division to Jamestown and the B&O 3rd Sub Main Line to Salamanca.
In orange is the South Buffalo line serving the Bethlehem Steel plant. Adjacent is the "Ore Docks" where hulets unloaded iron ore from Great Lake freighters out of Minnesota. This formed the operating scheme for my layout. Here we have the plan close to what has been constructed. The top piece was originally in the top right corner but was swung around and expanded a few years ago to expand operations.



The Lackawanna Yard is fictitious but based on the small Erie yard area shown on the plan of Buffalo railroads above. It receives inbound trains from hidden staging (Salamanca) located below the yard and accessed through a helix located in the top right corner. Trains are dispatched back to Salamanca through Eden, Little Valley and Dayton from the upper end of the yard.

Lackawanna Yard

Ore Dock

Coke plant

Bethlehem Steel furnace

The lower end of the yard serves trains destined for industries in South Buffalo and passenger service in Buffalo. These trains also interchange with the South Buffalo RR at the lower right corner of the plan. The back corner represents the iron ore docks with a hulet model.

The SB runs along the right side of the plan serving ore pickup, coking operations and lime stone dropped at the SB/Erie interchange track for the Bethlehem Steel plant located at the top right end of the line. Coal deliveries to the coking plant also come from the Erie and are delivered directly to the Coking plant providing a turn train from staging with loaded coal cars and a return with empties.

The SB also serves a petroleum byproduct plant from the coking operations where tars and other residue processed from the coking plant are stored and loaded into tank cars. Hot pig iron from the blast furnace is transferred in bottle cars from the Bethlehem Steel plant next door to the electric furnace where it is combined with scrap steel also brought in off the interchange track with the Erie.

Finally, ingots of hot steel from the electric furnace are transported by the SB to South Buffalo to a rolling mill plant where it is processed into sheet metal. The sheet metal is either transferred in rolls to outside customers via the Erie or shifted as a local move to the adjacent Ford Stamping plant and turned into fenders (which is true to the prototype).

As noted, South Buffalo is a small haven of industries and warehouses besides the rolling mill. As mentioned, it is served by the Erie and includes warehousing for dry goods, furniture manufacturing, food processing, a grain mill (Buffalo had a major grain mill operations on the waterfront) and a small icing operation. South Buffalo was also the location of the DL&W passenger terminal and is depicted by a Cornerstone Union Station model modified for the unusual second story passenger train platforms. It also serves my fictitious B&O Capital Express mentioned earlier.

Buffalo Rolling mill

Buffalo Steel electric furnace

Ford Stamping Plant and DL&W Terminal w/ Buffalo background buildings.

Here its early morning and the Capital Express is leaving the DL&W terminal off of South Main Street in Buffalo headed through the Lackawanna yard for Salamanca. Soon it will thread its way through Little Valley and then Dayton, NY., about half way to Salamanca.

The Capital Express never really went from Buffalo to Washington, DC but, like I said, I won the 5 car set and just have to fit it in somehow. As outlined earlier, my excuse is a washout on the B&O line in Great Valley so a more direct route for its passenger service was required to maintain its time schedule. Fortunately for them, the Erie agreed to lend them some trackage rights and the Captital Express gets to pass directly from Buffalo to Salamanca where it can connect to its own track into Washington, DC. However, no stops were allowed so it must pass straight through without stopping.

Above a B&O switcher in Little Valley (leased by the CVRR from B&O due to a breakdown of its old camelback sitting in the maintenance yard) pulls a set of empty coal hoppers from the Mohawk Power Plant for pick up by a south bound Erie local. The CV is responsible for all the switching in Little Valley which makes for an interesting operation moving cars between industries, clearing track for both express and local Erie freights, passenger service, and setting cars on the interchange with the Erie. The CV also operates a short line up country to a logging transfer camp and operates small hoppers that carry limestone from the mine to a crusher in Eden, NY.

Engine 7, a three truck shay, clears a set of fire cars from the double track trestle so that it can pull the limestone ore cars out. Beyond is the saw mill where the hardwood brought down from the transfer site is cut into rough dimensional lumber and loaded into box cars for pick up by the Erie.

In Dayton, NY an Erie GP7 Number 1224 exits the tunnel that represents the unique over and under Erie underpass where the former Erie main line out of Dunkirk meets the former Buffalo and Pittsburg (now Erie) line out of Buffalo and creates an unusual Erie to Erie interchange.

Erie 1224 pulls into Dayton up a steep grade to Little Valley and then proceeds to Eden, NY.

Engine 1224 pulls into Lackawanna Yard and ties up on the A/D track to be broken down.

In Eden, loads of cut lumber and sawdust are picked up for transfer to Lackawanna Yard and then other points north or back south. In the background you can see the Victorian House called a "Painted Lady" due to the multiple color combinations. Eden is home of the Kazoo and the house belongs to the factory owner where these instruments are made.

I operate with DCC and get ribbed about using MRC for my DCC system. I use two hard wired throttles for yard area work and four wireless throttles for all other operations. I have found the system to be very dependable with excellent service and technical support from MRC. They have even upgraded throttles and the command unit for free. If a decoder is bad they either replace it or provide a new one at half the price. It is easy to set up, easy to use the throttles and easy to program decoder CVs. The back of each throttle has abbreviated instructions for all the principle functions. All my engines are DCC and almost all have sound except a couple small switchers. But with the latest technology in both receivers and speakers, I may be able to get sound into them too. I am not a fanatic about using the functions but I like the rumble of the diesels and the chuff of the steam engines.

For decoders, I have used the MRC and found them very responsive as well as QSI, Soundtraxx/Tsunami and Digitrax. The throttles can be a little bulky but each has a helpful readout of the engine functions and can be synchronized for fast clock operations. Each throttle can hold or save five engines for fast transition between multiple engines when using more than one.

Consists are setup by independent consist numbers that can correspond to engine numbers. Engine number from 1 to 4 digits are easily set and called up. Only the master throttle can be used for programming so there is no potential for someone else to inadvertently make a change to a CV.

Operations are based on TT/TO (Time Table and Train Order) principles using RailOp to set up the trains and track all the operations. I have used RailOp for over ten years but have been experimenting with JMRI conversion because RailOp is no longer supported and JMRI (a freeware software program) has additional operating functions that RailOp cannot offer. It works similarly to RailOp in the way it's set up but has more capability to route car(s) through a series of destinations and you can use your Iphone as a throttle (however, JMRI does not interface with MRC). Steve Davis in Tulsa even has it set up to pull and store trains automatically in and out of staging without an engineer. You just simply drop off

Leased B&O HH66-44 leads the "Milk Run" out of Little Valley to Dayton, N.Y.

the train at a set location and the system takes it into a preset staging track. JMRI also integrates with signal operations and can route trains automatically based on their prescribed route.

I have my train schedule broken into two, 12 hour days with each having an AM and a PM schedule. Each schedule is intended to be one operating session at a slow ratio of 1:3 on a fast clock. However, since most operations are pretty casual, the fast clock is not used and I tend to just schedule trains as I see the need. Partly this is because when I operate by myself I will just run a train as I please and then have to re-arrange the order of trains to compensate when a group operates. I can operate with 5 or 6 – yard master, hostler/peddler, steel operations engineer (SB), Little Valley (CV) engineer (much like Midway functioned) and a road engineer or 2 (Erie).

A typical operating session might start with the "Milk Run" at 6:00 AM. This is the CVRR engineer starting out in Little Valley by pulling the milk car and the Combine out of Little Valley to Dayton then returning back thru Little Valley, Eden and dropping the Combine at a passenger staging area in Lackawanna where the combine drops workers for the plants and waits to return to Little Valley at the end (PM) of the next session. On its way thru Eden it might pick up the two cars of crushed limestone (JAK Line) for the SB/Erie Interchange to feed the Bethlehem Steel blast furnace. The milk car is dropped at Kaminski Wholesale Foods and the engine deadheads back to Little Valley for its daily work there.

In the meantime, the SB engineer begins working the steel operations which include transfer of empties and loads of coke, iron ore and limestone to the Bethlehem Steel blast furnace, transfer of bottle cars of liquid steel to the electric furnace, moving gons of scrap steel from the SB/Erie Interchange track to the electric furnace and pig iron slabs from the furnace to Buffalo Rolling Mill. It will also help pull empty coal cars and replace them with loads when the Erie coal train comes in from staging. As an aside, there is also loads of tank cars to be transferred to the Interchange and miscellaneous other cars to warehousing and the blast furnace. Slag from the blast

furnace is also moved in special saucer cars by the slag reclamation service - Buffalo Slag.

While this is going on, the yard master and hostler are busy setting up several trains. One is a local peddler that goes north to serve the various industries in South Buffalo including covered hoppers of grain from the dock silos, various box cars of commodities to local warehouses, coil cars for Buffalo Rolling Mill, chemical

A Bethlehem Steel switcher pulls a bottle car after being filled with molten steel while a Buffalo Slag switcher waits to pull the slag cars.

Local headed for S. Buffalo.

Three truck Shay #7 heads down hill with a load of hardwood logs for the saw mill in Little Valley.

and box cars for the Ford Stamping Plant, and others. Cold storage reefers also have to be iced and/or spotted at the Kraft Foods warehouse. While doing this the engineer might get a hand written "warrant" to move some open gons of rolled steel between the rolling mill and Ford Stamping.

This peddler is the responsibility of the Hostler. The Hostler also has other duties in Lackawanna to service the engine facility with sand, coal, fuel oil and cars to the RIP track along with yard work at the north end of the yard.

The yard master typically has set up a through freight that goes directly around the layout to staging (Salamanca). The Erie engineer will return with a local freight from staging back to Lackawanna yard with switching moves in Dayton, Little Valley and Eden. (By this time the CVRR engineer should have made his pulls ready for pickup by the Erie local threading thru Little Valley).

When the Erie road engineer returns to Lackawanna to have his train broken down by the yard master, the yard master will have had the Dayton Turn assembled and ready to go. In between either the B&O Capital Express will have been prepared for departure or arrival (depending on the schedule) or the Erie local passenger service is initiated.

Remember that lonely CVRR engineer in Little Valley? He is now scheduled to pull either pulpwood to the CV/Erie Interchange track, or, a load of logs down to the saw mill, or, a load of limestone to the crusher. He can now also spot the drops left by the road engineer. To finish off the daily schedule, the CVRR engineer will ventures out deadheaded for his milk car and combine left in Lackawanna and South Buffalo – those workers are anxious to finish their shift and get back home.

This is a busy and intense schedule and has never been fully achieved. But that is the magic of automated scheduling – you just begin again where you left off.

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CCMRC 60th Anniversary Club Car

Order Form

The Crescent City Model Railroad club in Metairie, Louisiana still has a few of its Accurail Crescent Lines 50 foot HO Scale boxcar that was made to celebrate its 60th Anniversary in 2016. It is available for a donation of $30.00 for each car, plus $6.00 shipping for the first car and $2.00 for each additional car ordered. It is available in one road number that commemorates the clubs founding in March of 1956. Extra decals are also available for just $4.00 per set. To place an order, please send your payment made out to CCMRC for the correct amount to:

Crescent City Model Railroad Club
601 N. Lester Ave
Metairie, LA 70003-6131

Quantity: _____ X $30.00 each

Total for cars: $ _____

Shipping: $6.00

Additional Shipping per car $2.00 ea $_____

Total Enclosed $_____

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2019 LSR CONVENTION

JUNE 27-30

FRISCO, TEXAS

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2019 THE NEW TEXAS SPECIAL
LSR CONVENTION, FRISCO, TX
JUNE 27-29, 2019

BACK FROM THE DEAD!

THE SECOND LIFE OF A CABOOSE!

Here are the rules: Start with any caboose; plastic, wood, metal; ready-to-run, shake-the-box, craftsman kit, scratchbuilt; any prototype you like. Only limitation – it must have once existed ***AS A CABOOSE!***

Now build it into anything you want – other than a caboose! This is the ultimate kitbash. You may add other materials as required, but it must be obvious that your entry once was a caboose. Example – building a shed from stripwood and claiming the boards came from a caboose will NOT be accepted.

First, Second and Third Place plaques will be presented in this special category.

If you wish, you may also enter your model in any other category for which it qualifies – EXCEPT CABOOSES!

Director Reports

Cowcatcher Division 1

by Mike Mackey, MMR
director@cowcatcherdivision.org
cowcatcherdivision.com

So tell me, have you had enough triple digit heat yet? I know I have. The main thing that we've got going for us is that fall is upon us. That said, we've got a bunch of great things lined up for programs heading into the last few months of the year

We recently held our meeting at the North Richland Hills Library, Darrell Cowles presented not one, but two, great multimedia seminars. The first was a recap of his recent trip to the Train Mountain TriAnnual (www.trainmountain.org). If you're not familiar with this international event, please visit their website via the link above. You won't believe the size and scope of this 1' scale railroad. Everything from live steam to diesels make a pilgrimage to this railroading mecca for two weeks of fun.

Darrell's second presentation was on the history of Fort Worth and the unique and colorful past of the city. If you thought that Fort Worth had a dull and bland past, it's any but!

In August, Jeff Palmer led a make and take seminar on "Ground Goop." Jeff learned this from his friend Lou Sassi. Lou even mentions Ground Goop in his article in the August issue of Model Railroader on page 59. The division is supplied all of the materials for everyone to have their own mixture to use on layouts or dioramas.

Preparations are being made and meetings are beginning for the 2019 Lone Star Region Convention to be held in Frisco next year. Divisions 1 & 3 will be co-hosting the event. Division 3 Director Donna Orr is the convention chairman. Help will be needed from our members on several committees. If you haven't stepped up to help as of yet, I urge you to volunteer in some aspect. These events do not happen by themselves, so please pitch in to make the next convention a success.

We voted on the division bylaws at our August meeting. They passed by voice vote which finalizes our status as a 501c3.

Our own Ken Kaiser has accepted the position of Regional Membership Chairman for the Lone Star Region. We wish Ken great success! He will remain the treasurer for our division, where he does a fantastic job. Ken has also asked that each division appoint a membership chairman as a point person for him to work with. Dr. Michael Ross has volunteered for this role in our division.

Finally, we have begun having a monthly swap meet at the division meetings. If you have any surplus items that you are wanting to sell to others, bring them along. Ten percent of all sales goes to our division treasury so we can continue to have "make and take" clinics and social events like our summer picnic and Christmas party.

See you the second Saturday of any month at 10am. There will be refreshments as always. For more information visit us at www.cowcatcherdivision.org for more details.

Keep training!

Bayou Division 2

by Ken Mason
series9parts@cox.net
504-722-6610

Since my last report for the Summer Marker Lamp of 2018, the Bayou Division has had a few events and is planning a few events for the future.

The Bayou Division Modular layout is up and running with 4 corners and 2 straight modules so far. We have at least 3 more straights in the works and plan to add a small yard to be able to switch out trains that are being run without having to handle them. The modular layout was on display for the first time at the New Orleans Historic Train Garden back on October 7th for the dedication of the new wing of the train gardens building that was made possible by a donation from Lori Demonsabert, the executrix of her cousin's Merritt Becker's extensive model train collection. All trains run on the modular layout were from Mr. Becker's HO scale collection. The layout was also run at the Ponchatoula Train show and received many nice comments. Hopefully with more time to work on it we will have more detailed scenery coming soon.

The Crescent City Model Railroad Club in Metairie is hosting a number of open house dates for the holiday season. We hope for a good visitor turnout again. See the club website or Facebook page for the flyer with all the dates and times.

The Mid-South Club in Baton Rouge recently had a successful open house at the end of October and continues to host operating sessions on a regular basis.

The Louisiana Train Collectors Association once again hosted the Ponchatoula Train Show on November 3rd and was a great success. This little train show really seems to be growing over the past few years with more participation by local model railroad clubs and it is attracting more operating layouts. Clay Fourrier of the TCA and Greater Baton Rouge Model Railroaders does a great job running and promoting this show.

As mentioned above, the Greater Baton Rouge Model Railroaders had a large presence at the TCA show and continue to host open house shows at their location in Jackson, Louisiana on the 2nd and 4th Saturdays of each month. The Lake Area Model Railroaders in Lake Charles recently had a few members visit the Mid-South for one of their operating sessions.

What could be the most exciting news for the spring of 2019 will be a weekend of operating sessions in Louisiana, mostly taking place in Division 2? It is scheduled to take place the weekend following Mardi Gras on Thursday March 7- Sunday March 10. It is being called Bayou Rail and will be similar to the old Louisiana Rail Run. Dr. Richard Kamm will host a session on Thursday March 7, Jim Lofland will host on Friday March 8, The CCMRC will host on Saturday March 9 followed by a group dinner in the Metairie area.

Finally on Sunday we will travel back to Baton Rouge for a session at the Mid-South club. More detail will be sent out soon so that interested parties and get their reservations in ASAP.

CenTex Division 4

by Bob Thiele
director@centexnmra.org
CenTexNMRA.org

This quarter has been a challenge for the division members but it also has been very rewarding. In June, Division 4 sponsored the Austin Eagle, the 2018 NMRA Lone Star region convention. From all the comments and the outstanding attendance, this convention was a success. We had a wide assortment of clinics and the clinicians did an excellent job on their presentations. Once again, the division members opened up their homes to layout tours and operating sessions. We had an impressive number of people traveling to homes to view the layouts. Trevor Marshall was our keynote speaker and he presented a talk on the future of model railroading that was both enlighten and thought provoking.

Charlie Getz, who graced us with his presence, summed it up best in the NMRA magazine. If you have not read the article, please do, it might help divisions plan for the future and attract new members. The financial end of the convention was very successful and best of all we signed up new members.

Most of all, I want to thank all the people who volunteered to make this convention a success. Countless hours went in to putting together the convention, ensuring that the convention ran smoothly and performing the duties to wrapping up the operation. Thank you so very much.

Our July division meeting was very enjoyable as a large number of attendees participated with projects and information that they pasted on. We had to clear several tables so members could display their show and tell projects.

Jerry Wilson MMR presented a Mini clinic on the construction of railroad diamonds and one of a kind switches. He demonstrated how he electrically isolates the frog of a switch and diamond flange bearing areas. He showed the membership that construction of a switch or diamond is within their modeling capability.

A second mini clinic titled "scratch building with plastic", part 1was presented. The method for determining the size of a building from a picture was described and construction methods to make the structure were shown.

Our next meeting will be at the Austin Northwest Recreation Center. Details and directions are available at https://centexnmra.org/meeting.html.

Treasurer Report

by Speed Muller, Treasurer
lsrtreasurer@huntatrophy.com
469-345-0022

We still have money in the Delattre Fund for new members who served or are serving in our defence forces. We would like Divisions 1, 2, 3, 4, 5, and 7 to make use of this, please.

There has been some questions about the accounting shown below. The LSR is holding money in the two separate funds (Bob Clarke and Delattre) and we also keep money for divisions that do not receive enough rebate money to keep a bank account open. So instead of showing five sets of books, you might find that the money that is not shown in income or disbursement, is in the change in these funds or "liabilities". I will change how we show this and certainly want people to ask more questions!

Speed.

First Two Quarters of 2018/2019:

Beginning Balances (4/1/2018)	
LSR Unrestricted Accounts	$38,844.05
Beginning Total LSR Net Worth	**$38,844.05**
Bob Clarke Award	$ 528.86
Division 2 and 7 Rebates	$ 312.50
Delattre Fund	$ 1,200.00
Bank Saldo	**$40,885.41**
Proceeds	
NMRA Rebate	$ 885.00
Total Proceeds	**$ 885.00**
Disbursements	
Election Printing and Mail	$ 90.96
Convention Non-rail activities	$ 500.00
Contest Room	$ 239.21
Audio Visual Expenses	$ 61.70
Banking Costs	$ 21.00
Signs and Printing for shows	$ 80.00
Total Disbursements	**$ 992.87**
Net Proceeds-Disbursements	**$ -107.87**
Ending Balances (10/30/2018)	
LSR Unrestricted Accounts Total	$38,736.18
Total LSR Net Worth	**$38,736.18**
Bob Clarke Award	$ 528.86
Division 2 and 7 Rebates	$ 312.50
Delattre Fund	$ 1,200.00
Bank Salso	**$40,777.54**

Achievement Program

By Duane Richardson, MMR
duane@purgatoryanddevilriver.com

To align with the printing deadline of the NMRA Magazine, National has changed the deadline for Achievement Program paperwork submissions. The deadline is now the 21st of each month.

This moves the LSR deadline to the 19th to give me time to process the paperwork, scan it and get it sent to National. Division Directors, please pass this information along to your members and let them know.

Also, let them know if they have some paperwork that may need an extra day have them contact me and I'll work with them to get them in before the deadline.

Youth Awards

by Jim Lemond, Youth Award Chair
jimlem@verzion.net

2019 Youth Award Nominations

It's time to be considering a youth for your Division's Youth Award Nominee Each Division may submit one nomination for this award. The qualifications are as follows:

1. Be a student. Anyone under the age of 18 qualifies if they are not already an NMRA member. The NMRA has also made arrangements to allow college students under the age of 25 to qualify as a STUDENT. They must have a CURRENT student ID to the school they are attending – include a photocopy of the ID.

2. Be sponsored by a current NMRA member. The Division Director must approve

3. Be presented by the Division Director at the Annual BOD meeting – one sponsorship per year.

4. LSR Board of Directors approval

Important dates:

December 15, 2018 – LSR Youth Nomination form and student biography emailed or sent to Jim Lemmond jimlem@comcast.net or 2821 Frostwood Circle, Dickinson, Texas 77539. I will then send all nominations to the LSR Secretary, Jeff Palmer by January 5, 2019. All nominations will be submitted to the LSR Board of Directors for approval at the mid-year Board meeting in January 2019. All approved nominees will be invited to attend the LSR June Convention banquet to receive their award.

The information and forms for this award may be downloaded from the LSR web site: http://www.lonestarregion.com/node/49

LSR's goal is to have a Youth Award from each Division of the LSR.

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Cowcatcher
Magazine
March/April 2014
Getting the right shot
With digital photography, layout photos are easier to shoot but knowing the basics are still just as essential
SGMA MAC makes an impression
Texas Central aims to be first high-speed rail in U.S.

All about the community of model railroading and rail enthusiasm!

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We are empty without you

Next Issue February 2019

Next deadline for submissions is January 15

The Marker Lamp

submittals and inquiries | rileytriggs@gmail.com